

The Hongkong Telegraph.

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SATURDAY, JUNE 26, 1909.

六拜禮

號六廿月大英港香

\$50 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital—\$15,000,000
Reserve Funds—
Sterling \$1,500,000 at 2/6—\$15,000,000
Silver \$14,500,000
Total \$29,500,000
RESERVE LIABILITY OF PROPRIETORS—\$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
H. M. Tomkins, Esq.—Deputy Chairman.
J. W. Bannock, Esq.
G. S. Barrett, Esq.
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G. R. Leemann, Esq.
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R. Shawan, Esq.
H. A. Siebs, Esq.
E. A. W. Slad, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING CORPORATION, LIMITED.
HONGKONG INTEREST ALLOWED:
On Current Account at the rate of 3 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 18th May, 1909. [20]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1854.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL—\$1,500,000
RESERVE FUND—\$1,575,000
RESERVE LIABILITIES OF PROPRIETORS—\$1,500,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 3 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
W. M. DICKSON,
Manager.
Hongkong, 5th April, 1909. [21]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP—GOLD \$5,000,000
ABOUT MEX \$7,222,222
RESERVE FUND—GOLD \$1,500,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.O.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 3 per Cent. per Annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4 1/2 per Cent. per Annum.
For 6 months 3 1/2 per Cent. per Annum.
For 3 months 2 1/2 per Cent. per Annum.

No. 9, Queen's Road Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [18]

NEDERLANDSHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (\$3,750,000)
RESERVE FUND Fl. 5,752,884.84 (about £470,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Oberboon, Tegul, Pecalangan, Paseroedan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Bandjermasin.
Correspondents at: Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 3 per Annum on daily balances.

Fixed Deposits: 12 months 4 1/2 per Annum.
Do, 6 do, 4 do.
Do, 3 do, 3 1/2 do.
J. L. VAN HOUTEN,
Agent.
Hongkong, 16th July 1908. [22]

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP—Yen 24,000,000
RESERVE FUNDS—15,500,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. CHEFOO.
Kobe. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG INTEREST ALLOWED:
On Current Account at the rate of 3 per Cent. per Annum on the daily balance.

On fixed deposit:
For 12 months 4 1/2 per Cent. per Annum.
For 6 months 3 1/2 per Cent. per Annum.
For 3 months 2 1/2 per Cent. per Annum.

TAKINO TAKAMICHI,
Manager.
Hongkong, 1st June, 1909. [17]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules & bye obtained on application.

INTEREST ON DEPOSITS is allowed at 2 1/2 per Cent. per Annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per Annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907. [21]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tientsin Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.

W. A. von Kottschid & Soehne Frankfurt
Jacob S. H. Stern a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypothek und Wechselbank, Muenchen.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOHN,
Manager.
Hongkong, 4th December, 1907. [11]

THE SAVOY.

THE SAVOY beg to inform their customers and residents that they are disposing of their stock at cost price, owing to their removal to new premises.

Monarch Shirts and Gentlemen's Underwear a speciality.

13, QUEEN'S ROAD.

Hongkong, 19th June, 1909. [39]

THE SAVOY.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 15th August, 1908. [38]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLE	NAMUR	About 30th June	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SARDINIA	About 2nd July	Freight and Passage.
SHANGHAI	DELTA	About 8th July	Freight and Passage.
LONDON, &c., via usual Ports	ASSAYE	Noon, 10th July	See Special Advertisement.

For Further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 26th June, 1909. [14]

Intimations.

LANE, CRAWFORD & CO.

TOBACCO & CIGARETTES.

MIXTURES:

Craven. Guards. Garrick.

Ardath. Glasgow. Richmond.

CUT TOBACCO:

Old English Curve Cut.

Capstan Navy Cut.

(Medium and Full).

EGYPTIAN CIGARETTES:

Bouton Rouge. Felucca.

VIRGINIAN CIGARETTES:

Craven. Garrick. Blackcat.

State Express. Three Castle (Magnums).

LANE, CRAWFORD & CO.

180

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

16, Queen's Road Central.

Hongkong, 3rd June, 1909. [31]

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.

Hongkong, 16th July, 1909. [16]

HOTEL CRAIGIEBURN.

PRINCE'S GAP, the PRAC, near the TRAIN TERMINUS. Tel. 56.

For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1909. [27]

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,165 Tons, "FATSHAN" 2,165 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,995 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted); and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUOHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Lintan" and "Santai". These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 27th June.

S.S. "SUI-AN."

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

Departure from Macao 5 P.M.

Fares: Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier.

15

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

Hongkong, 5th February, 1909. [16]

"E PLURIBUS UNUM"

THE GLORIOUS FOURTH.

KOWLOON HOTEL

A GLORIOUS DINNER (OPEN AIR)

will be served on SUNDAY, the 4th July.

Hongkong, 21st June, 1909. [15]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely new Management. Large and comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, Proprietor.

N. BEUMENTHAL, Manager.

Telephone, 190. Telegrams "Astor." [64]

Halls.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR STEAMERS TO SAIL

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN "PRINZ REGENT LUITPOLD" WEDNESDAY, 30th June, Noon.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA "KLEIST" About THURSDAY, 1st July.

MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE "PRINZ SIGISMUND" FRIDAY, 16th July, 10 A.M.

KUDAT and SANDAKAN "BORNEO" Beginning of July.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 26th June, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA, CALEDONIA Bruno 5th July, P.M.

MARSEILLES, VIA PORTS TOURANE Lancelotti 5th July, at 1 P.M.

HANGHAI, KOBE, YOKOHAMA ERNEST SIMONS Girard 19th July, P.M.

MARSEILLES, VIA PORTS ARMAND BEHIC Lafont 20th July, at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 22nd June, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND
KOUANG-SI.

S.S. "PAUL BRAD," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshien.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshien, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for illustrated Booklet on "Defective Sight," free.

LONDON, 4, John Street, Bedford Row, W.C.
CALCUTTA, 19, Bechook Street
SHANGHAI, 566, Nanking Street
Hongkong, 4th March 1908.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.
Width of Entrance 80 " Width of Entrance 50 " Width of Entrance 63 "
Water on Blocks 28 " Water on Blocks 26 " Water on Blocks 27.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, April 28th, 1903.

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 3rd June, 1909.

TO LET.

ROOMS suitable for Offices in No. 10, ICE HOUSE STREET, in rear of David Sassoon & Co.'s premises.

Apply to—
DAVID SASSOON & CO., LTD.
Hongkong, 13th May, 1909.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—
HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 5, Queen's Road West.
Hongkong, 9th March, 1909.

TO LET.

FIRST FLOOR and GODOWN, together or separately, No. 6 Des Vaux Road, Central.

Apply to—
PHIROZSHA B. PETIT & CO.,
or at the premises.
Hongkong, 19th June, 1909.

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEPPER STREET.

Apply to—
Messrs. JARDINE, MATHESON & CO., LTD.
Hongkong, 29th May, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.
No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD. A HOUSE in RIFOR TERRACE. OFFICES in YORK BUILDING. GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 108, Des Vaux Road next to the Hongkong Hotel. FLATS in MONTGOMERY TERRACE. No. 10, DES VAUX ROAD CENTRAL, 1st Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shawan, Tones & Co.). Rents low.

Apply to—
THE COMPTON DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 24th February, 1909.

TO LET.

GODOWN No. 54, DUNDRELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909.

For Sale.

FOR SALE.

A RICKSHAW with BICYCLE RUBBER TYRED WHEELS in Good Condition.

Apply to—
S. D. SETNA,
No. 6, Des Vaux Road.
Hongkong, 21st June, 1909.

FOR SALE.

"ADLER" TYPEWRITERS

THE PERFECT VISIBLE.

The latest 1909 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters

AND

Bent out by day or week.

REPAIR IS OUR SPECIALTY.

DRAGON CYCLE DEPOT,

33-35, Des Vaux Road, Central,
Hongkong.

PARA VENDA.

GRANDE sortimento de LIVROS de MISSA em Portuguez, encadernados em lindas capas de phantasia e de diversas cores.

Precos modicos.

Dirija-se a

GRACA & CO.,

37, Des Vaux Road.
Hongkong, 8 Junho de 1909.

SOME SEA TERMS.

Just as much of the romance of the sea faded with the transition from wood to iron and seems likely to suffer eclipse in the age of steam, so the jargon of the old-fashioned fore-castle has become obsolete with the craft to which it referred. The newly-joined apprentice is still sent aft to the grinning mate to ask for the "key of the keelson." Here and there a salt-bitten veteran, conscious that the times are out of joint, interlards his discourse with phrases which have come direct from Elizabethan navigators. The strains of an old sea chanty enliven on occasion the cheerful click of the capstan as the ship warps through the dock gates. But Hans and Carl, who have invaded the modern recastles in ever-increasing numbers, are not in the line of tradition and would be hard put to it to run out a guess rope or to describe a double Spanish burton. It would be useless to look for the "bridles of the bowline" in the hard driven tramp of to-day, with her stumpy funnel and masts, which are merely derrick standards. For the sea terms of the old-time mariner are disappearing with the lofty spars of the ships be sailed in, and the interlarding rigging for every rope's end of which he had his particular name.

Yet certain of the old words and phrases are not without distinction. The cable is paid out to the "bitter end." A sail is "asleep" when there is just sufficient wind to keep the canvas full. No doubt the apt word was suggested to the ancient navigator by a windless day on the line, when the canvas swung heavily against the mast (every flag of the mainsail half a crown out of the owner's pocket), and each creaking block and tackle made its own separate noise. Then as a light breeze spread over the water the sail bellied out, ropes went taut, and a silence fell upon the ship. The "dolphin striker," which supports the bowsprit stays, and in a deep-aden ship plunges under water as she surges, is fully named to any one who has watched a shoal of lively fish play round the bows of a tropical night, crossing and recrossing just in front of the advancing stem, and leaving rings and trails of phosphorescence in their wake. The "heave of the sea" is not an unpoetical way of expressing the allowance which must be made in the day's run for the diversion from course caused by the set of the ocean swell.

There was a wealth of detail in the mariner's vocabulary. The anchor may be a bower, a stream, or a kedge, leaving out of account the yachtman's "pick," and has a shank, a stock, a crown, a throat, a fluke, and a bill. Sea poetry has familiarised us with it when a-weigh, but it is also a-peak, when the ship is hove short, and rides directly over it. It "comes home" as it breaks ground, being "shod" if so much soil adheres to the flukes as to prevent it from again biting. When it is raised clear of the bottom it is "a-trip," when the stock is about to break the surface of the water it is "a-wash," at which time the cheery cry of "heave and a-wash" used to urge the crowd at the capstan on the fore's head to a final effort. And when brought up to the cathead it is said to be "a cock-bill."

Yards also are a-cock-bill when swung at an angle to the deck. In a square-rigged ship it is a sign of mourning when she lies in port with her yards tipped alternately in opposite directions. It was also the custom, on the death of an owner, to give the hull above the water line a coat of blue paint. Then, as a more economical spirit prevailed, a thin streak of blue round the top-edges was thought a sufficient observance. And while usage is rapidly dying out, for the steam tramp has no time for unprofitable ventiment, the narrow blue ribbon may still be occasionally seen on the old-fashioned vessel of conservative owners. Just as, in the days before the shipping auctioneer's lists were broadcast, a broom at the mast head was held sufficient notice to all and sundry that the vessel so distinguished was for sale.

Flotsam and jetsam, describing respectively articles which are water borne or sunk, are familiar enough, but how many have heard of "lagan," the complement of the phrase, under which term come such things as a cork under water but buoyed so that they may subsequently be recovered. That a dogwatch is kept on board (possibly on the catheads), and that the mainsail may be goosewinged is common knowledge, but the most painstaking etymologists might have difficulty in locating the "bees on the bowsprit end." The "timonier," for the helmsman, is French in an easily recognised garb. So also is "gabart" for a light craft or barge, and the ordinary use of the word in Scottish waters to-day is a relic of the "apud Alliance." The "tot," which was a small measure used for serving out grog, and the "holi-day," or scamped piece of work, have quite taken place in shipkeeping parlance, but more obscure are the "raving irons" and "rave books" of the old-time carpenter, which he used when he "chinned" the decks.

The barque of old was termed "ardent," when, as was generally the case, she carried a weather helm when close hauled and had a tendency, unless checked, to come up into the wind when steering full and by for his guidance in which delicate task the man at the wheel kept his eye on the claw of the main royal, braced a trifle squarer than the other yards, so that as long as the corner of the sail quietly fluttered all other canvas drew fully. Were she "laboursome," then all on board knew it, when she lay like a half-tide rock in the trough of the sea. With cargo skillfully stowed, and in buoyant trim, she was "soak-kindly," and the day's run set all hands figuring on pay-day.

Stern galleries, with their ornamentation of foliage, moons, and counter rails, have long since disappeared. Only in the most ancient of craft is there a trace of the head boards and "floral scroll" work in which the shipworker delighted. And in the recesses of her fore-castle, lit by a dim slush lamp, an odd mariner may be discovered who can discourse in obsolescent phraseology of her "ordnance, apparel, munition, and furniture," and grumble at an age which has shifted the balance of power to a handful of greasy mechanics.

—J. M. C. in *Pall Mall Gazette*.

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal. Indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office.

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cap Rock.	Aberdeen.
Waglan.	San Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	She Tan Koi.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Light House.

Y. C. Fung.

26th July 1909.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.

Watson's HYGIENOL, AND BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE

Price per Pint.....50 cents
" " Gallon\$2.00

A. S. WATSON & CO.,
LIMITED,
HONGKONG DISPENSARY
AND
KOWLOON DISPENSARY.
Hongkong, 17th March, 1909.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hing Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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DAILY—£36 per annum.
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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 26, 1909.

DOCKING COMPETITION.

The recent communication from our Manila correspondent regarding the tenders for the construction of steel lighters and a river steamer for the Philippine Government, will have convinced the most sceptical of the keen competition now existing between the numerous shipbuilding and repairing yards in the leading ports in the Far East. Hongkong alone was represented by no less than four bidders for the Manila contracts, viz., three British firms and a Chinese. While Shanghai, Singapore and and Manila were represented by two each, respectively. For some time past docking accommodation in China waters was vested in what amounted to monopolistic corporations, and while it cannot be said that these companies employed their advantageous positions to enforce a tariff of exorbitant charges, their half-yearly balance sheets, showing as they did a lucrative profit to the shareholders,

tempted firms with illimitable resources at their command to make a bold bid in order to capture a share of the trade once exclusively enjoyed by the pioneer companies who, in the earlier days of their existence, had to struggle against difficulties from which they ultimately emerged with success. So great, however, has been the rush to employ capital in extensive repairing and building yards with their up-to-date plant and machinery that it may fairly be considered that the number of such establishments now existing in the principal ports of China is far in excess of actual and prospective requirements of the shipping which is passing through a period of such severe depression. We have left out of consideration such establishments as the Admiralty Dock in Victoria, the American drydock *Devey* at Cavite, and the German floating dock at Tsingtau, all of which are maintained for work required by vessels of the respective Governments concerned. As if far Eastern competition is not in itself a sufficiently serious factor to engage the earnest attention of the management of the important industrial institutions we now learn that there is every probability that Vancouver in the near future will be provided with an up-to-date drydock, with accompanying machine shops, etc. The proposal has been in the air for some time past, and is now understood to be taking definite form, as it is stated that negotiations are in progress in Ottawa. The sum which will be expended on the undertaking is \$1,250,000 (Gold). The syndicate which is to undertake work is headed by Mr. Nicol P. Thomson, of Vancouver, and the site which has been selected is the Ross and Howard Ironworks, on Burrard Inlet. Some time ago an option was taken on this land, and the deal will be put through within a short time, as it is proposed to start work on the undertaking this summer. The dimensions of the proposed drydock are not yet known, but it is believed that it will be of a capacity to take in all the merchant vessels which go to British Columbia waters. It is believed that the new dock will be large enough to accommodate the *Empress* liners and if any mishap overtakes them in local waters they will be able to effect repairs at Vancouver. At present, whenever the docking of these vessels becomes necessary, they have to wait until they reach Hongkong. The establishment of this dock at Vancouver will mean a great impetus to the shipping business of that port. It was arranged for over two years ago, when the Dominion Government made an appropriation. The fact that the scheme is now on the eve of consummation is due in large measure to the representations made by a Vancouver delegation which recently visited Ottawa and laid the matter before the Government. Hitherto the C. P. R. Co. has been one of the best constituents of the Hongkong shipyards; their periodical docking of the Board of Trade survey and annual overhaul has been the means of keeping a large number of hands profitably employed over at Kowloon. What the loss of the three liners may mean to the interests affected, it is, of course, impossible to say; but it is sincerely to be trusted that a Company which is capable of serving the C. P. R. so efficiently and economically in the past will have a moral claim upon the directors of the steamship concern for consideration in the future. Apart from the purely moral aspect of the question, viewed from the commercial standpoint it is very doubtful if Vancouver can offer inducements over Hongkong in point of economy in drydocking or repairing the world-renowned boats of the Pacific when occasion arises.

HONGKONG UNIVERSITY SCHEME.

In our issue of the 16th inst., we made reference to the fact that Mr. H. N. Mody had thought fit to extend the period for the collection of subscriptions for an Endowment Fund for the proposed University from the 30th June to the end of the year. At the time we reproduced some interesting comment from the *Birmingham Post* of the 16th May, the gist of which was to the effect that the China Association in London was endeavoring to secure subscriptions for the Hongkong fund. We took the opportunity to remark that it seemed rather strange that the information that Mr. Mody had generously extended the time limit within which that gentleman's conditional offer was to hold good should have been withheld from the Hongkong public, who have a right to know the progress of the scheme, when the same information was sent to and published in England. We now learn that this step was taken in deference to Mr. Mody's express wish to temporarily withhold the eminently satisfactory news with a view to hurrying the rate at which subscriptions were coming in. It was thought, and rightly so, that in this manner, the ardour which more or less fills those who are desirous of seeing the University established would not be abated, a contingency which would doubtless have arisen had it been an open secret that there were fully six months longer in which to send in subscriptions. This is a point which should be noted by the promoters of the scheme. When the idea of a University for Hongkong, as a central point where students

from various parts of the Middle Kingdom could congregate in the general desire for knowledge, was first mooted, the consensus of opinion pointed to the conclusion that the majority of those qualified to speak on the subject with authority were inclined to believe the feasibility of the project from the difficulty of ensuring the £1,200,000 within the limited period. The tremendous possibilities for an increased importance which would unquestionably accrue to the advantage of Hongkong were recognised on all sides, but the necessary wherewithal with which to realise this highly desirable scheme was the only and the main difficulty to be encountered. Thanks to whole-hearted co-operation met with on every hand the minimum amount required for a start is now practically assured and it remains to be seen to what further extent assistance will be forthcoming in order to enable more than the originally contemplated two chairs for medicine and applied science to be created. We have good reason to believe that the General Committee have not remained inactive during the interval of silence so far as the general community is concerned and that before long information may be available for publication which should be of interest to those who are looking forward to the successful accomplishment of the project.

LOCAL AND GENERAL.

Two more fatal cases of plague have occurred in Tokio.

TWENTY Russian students and fifteen business men and journalists of Vladivostok have arrived at Tsuiga on a tour of inspection through Japan.

THE latest addition to the Register of Chemists and Druggists in Hongkong is that of Mr. George Harper, with Messrs. A. S. Watson & Co., Ltd.

OWING to the arrival at Peking of Mr. Chiroi, Mr. J. O. P. Bland has postponed his departure for Europe. It is understood that he will leave with Mr. Chiroi.

THE body of the late Mr. La Verrière, French Vice-Consul, who was accidentally drowned on May 28, has been recovered at Yunglo, says the *Hankow Mail*.

THE national museum at Brussels has purchased King Leopold's portrait for \$10,000, and is now negotiating for a Rubens, for which the King asks \$200,000.

THE British cruiser *Monmouth* arrived at Nagasaki from Wei-hai-wei on the 10th inst., as well as the United States destroyers *Bainbridge*, *Barry*, *Chumey* and *Dale*.

THE name of Dr. J. A. Churchill has been added to the Register of Medical and Surgical Practitioners qualified to practice medicine and surgery in Hongkong.

H.E. CHANG Chih-tung, Director General of the Yuet-Han Railway, has written to the Wai-wu-pu to inquire as to the regulations for the employment of foreign engineers.

AT the forthcoming annual meeting of the Shanghai Dock and Engineering Co., Ltd., the directors will recommend a final dividend of Tls. 24 per share, making Tls. 5 per share for the year ended April 30 last.

In view of the complicated nature of the Sino-Japanese negotiations touching the question of Pratas Island, it is announced that Japan will shortly send a commission to the island to investigate the conditions locally.

RECENTLY the Waterworks Company in Peking, when digging the ground in front of Prince Kung's establishment to lay down service pipes, discovered a jade bridge measuring over thirty Chinese feet. It is reported that it was a piece of antiquity the company decided not to disturb it without authority and the valuable bridge was again covered up.

ACCORDING to the *Asahi*, Mr. Kodama Otomatsu, said to be a well-known explorer in the South Sea Islands, who has been recuperating at his home in Fukuoka, left Moji on Monday by the N. Y. K. S. *Sado Maru* for further adventures in the Celebes and New Guinea. He will then proceed to Albany, West Australia, whence he will start in search of the South Pole.

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council—An Ordinance to amend The Prison Ordinance 1899; an Ordinance to amend The Tramways Ordinance 1883; an Ordinance to transfer to certain Officers of the Public Service certain duties at present performed by other Officers; and an Ordinance to amend The Prepared Opium Ordinance 1871.

TWO OPIUM SMUGGLERS.

COLOURED SEAMEN FINED £100 EACH.

At the Sydney Water Police Court on 25th ult., two coloured seamen of the steamer *Prinz Sigismund*, named Kassim and Amat, were charged with having imported 10 lbs and 12 lbs respectively of opium suitable for smoking.

The two men pleaded guilty, and Customs Inspector Donohue informed the Court that about 5 o'clock on Sunday morning they came ashore—Kassim with 10 lbs of opium concealed around his body, and Amat with 12 lbs.

The magistrate (Mr. Macfarlane) commented upon the fact that, in spite of repeated prosecutions, smuggling continued, the traffic being kept up in opium, apparently, regardless of fines. It would be necessary to impose heavy penalties to act as deterrents, and in the present instance he would impose a maximum penalty of £100 in each case, ordering the two men to be imprisoned until the fines were paid.

West Point Godown Ablaze.

FOOK ON COMPANY'S WAREHOUSE GUTTED.

EXTENSIVE DAMAGE.

Word was received at No. 7 Police Station shortly after five yesterday afternoon, at 5.15 to be exact, that fire had broken out at 428, Des Vaux Road, in some godowns where a quantity of goods belonging to the Fook On Insurance and Godown Company was stored. The fire brigade from that station, in charge of Inspector Robertson, with their usual promptitude, at once proceeded to the scene of the outbreak, the contingent from the Central Fire Station under Chief Inspector Baker and Assistant Engineer A. Lane at the same time leaving its station.

On arrival at the scene of the conflagration, it was discovered that the fire had originated in some godowns just beyond the Gas Company. We are told on good authority that the fire must have been burning for a considerable time before it had been discovered. The first floor was found alight from end to end from Des Vaux Road along to Queen's Road, and here the bulk of the operations was directed. The upper storey contained a quantity of sandal-wood, tobacco, cotton wool and rattan. On the ground floor was stored raw sugar and ground-nuts. The top floor was entirely burnt out while the ground floor was damaged by water only. The strong muster of firemen had a tough time in getting the flames under control, and despite a continuous stream of water which was brought to play on the most dangerous parts of the burning structure, huge tongues of flames shot out occasionally and provided excellent spectacular effect. The fire was got under after about two hours of hard fighting, and the firemen did not leave until long after midnight, the fire even then continuing in a smouldering state and the wise precaution was taken of leaving a man on watch all through the remainder of the night. One cause which militated against the effectual putting out of the fire was the presence of cotton-wool in the godowns, which tended to spread the flames to a considerable extent.

It is not known as to how and where the fire originated. The goods which were stored in the godowns were at the time insured for about, we are given to understand, \$73,000, in the Fook On Insurance Company. There were other goods, however, we learn, which at the time of the outbreak were not covered by insurance and so this figure cannot be taken as representing the total amount of damage done. The extent of the damage caused by the fire is not known.

CARE OF MILK.

DAIRY FARM CO.'S DIRECTIONS.

A leaflet has just been issued by Mr. James Walker, manager of the Dairy Farm Co., Ltd., on the "Care of milk in the house," with the subtitle of "How the housewife should take care of milk." According to Mr. Walker cleanliness and cold are essential to keep milk wholesome, although if consumed soon after production so that the bacteria do not have time to increase—say two or three hours—the importance of cold is lessened. Milk absorbs impurities whenever it is exposed to the air or placed in unclean vessels. The amount or degree of this contamination depends upon the cleanliness of the air and the utensils; even the air of a so-called clean room contains impurities. The bacteria which get into the milk from the air or vessels increase rapidly as long as the milk remains warm—at 50 degrees F. or over they are active, and increase slowly at lower temperatures.

If the Dairy Farm Company has done its duty, there is daily left at the consumer's door a bottle of clean cold unadulterated milk. But it may become unfit for food, especially for babies, by improper treatment at home. This bad treatment consists (1) in placing it in unclean vessels, (2) in exposing it unnecessarily to the air, (3) in failing to keep it cool up to time of using it.

Among other directions Mr. Walker makes the following recommendations:—Take the milk into the house immediately after delivery, particularly so in hot weather. Sometimes milk delivered as early as 5 a.m., remains out of doors until 8 o'clock. This is wrong. If it is inconvenient to receive the milk as soon as it is delivered, provide a sheltered place in which the milkman can leave it. Never allow the sun to shine for any length of time on the bottle of milk.

Put the milk in the refrigerator and keep it there on ice until required. Milk can not be properly kept during the summer time without ice.

Keep milk in original bottle until needed for immediate consumption, do not pour it into a bowl or pitcher for storage. Do not pour back into the bottle milk which has been exposed to the air.

Keep the bottle covered with a paper cap or an inverted tumbler as long as milk is in it and when not actually pouring from it. After opening the bottle and removing a part of the milk, do not leave the bottle uncovered.

Milk deteriorates by exposure to the air of the pantry, kitchen or nursery. Do not expose uncovered milk in ice chest, containing food of any kind, particularly strong smelling foods, such as fish, meat, cheese, onions, etc. An excellent way of serving milk on the table from the sanitary standpoint is in the original bottle, at all events pour out only what will be consumed at one meal.

THE Grand Councillors have agreed that High Ministers should apply for an audience with the Prince Regent to report on important State affairs in order to preserve the utmost secrecy in such matters.

GENERAL MACHADO.

DEPARTURE FOR MACAO.

The Portuguese Delimitation Commissioner General Joaquim Machado, with the assistant Commissioner, Senhor D. Cinatti, and Secretary Norton left for Macao in the forenoon today on board the Portuguese gunboat *Patric*, Capt. Ferreira Marques, detached from Macao, on temporary service in attendance on General Machado, accompanied the Special Envoy and suite on their journey to the Portuguese Colony. The visitors, with whom was Senhor J. J. Leiria, Consul for Portugal, boarded the steamship placed at their disposal by the Captain of the *Patric* at Blake Pier, at 11.30 a.m. and embarked on board the *Patric* before mid-day when the gunboat cast off her moorings and forthwith shaped a course for Macao which she expects to reach by 3 p.m. to-day. We understand that there will be an official landing at Macao where the Commissioners are certain of a very cordial reception by their compatriots. The original programme, which contemplated General Machado's return to Hongkong on Tuesday next has been slightly amended; the Commissioner will be away from the Colony until Wednesday next. Upon their return it is expected that the Chinese Commissioner, who is at present in Canton, will also be in Hongkong, when the preliminaries having been arranged no time will be lost in entering upon the duties which called them together in this Colony.

Yesterday General Machado and suite were the guests of His Excellency Sir Frederick Lugard at dinner, the leading officials and a number of residents being invited to meet the distinguished visitors. On Thursday afternoon the Commissioner paid a formal visit to Senhor Leiria at the Portuguese Consulate and was later entertained to tea by Mrs. Leiria at the Consular residence. The rest of the evening was spent sight-seeing.

HONGKONG'S LIGHTHOUSES.

GAP ROCK.

In an appendix to the harbour master's report for 1908 there is the following reference to lighthouses:—

Telegraphic communication was interrupted for 20 days during the year.

During the year eight hundred and forty-six vessels were reported as passing this station and fifty were not reported owing to telegraphic communication being interrupted. Six hundred and sixty-one telegraphic messages were received and three thousand four hundred and two were sent including weather report for the Observatory. There were two hundred hours and ten minutes (200h. 10m.) fog and the fog gun was fired one thousand two hundred and thirty-one times. On four occasions the relief was delayed owing to the prevailing bad weather and rough sea.

WAGLAN ISLAND.

One thousand two hundred and nineteen vessels were reported and in addition one thousand three hundred and thirty-two messages were sent and two hundred and sixty-nine recorded. Owing to the telegraphic communication being interrupted seven hundred and thirteen vessels were not reported. Two hundred and thirty hours and twenty minutes (230h. 24m.) of fog were experienced and the fog gun was fired two thousand four hundred and forty-six times. The shore end of the telegraph cable was broken on the 6th October; a new shore end was fitted and telegraphic communication restored on November 20th. On one occasion the relief was delayed by the bad weather and rough sea.

GREEN ISLAND.

One thousand seven hundred and one vessels were signalled and reported. Owing to the telegraphic and telephonic communication being interrupted, at different times, 139 vessels were not reported. 197 messages were received and 148 sent. Communication was interrupted at nine different times during the year.

MERCANTILE MARINE OFFICE.

ENGAGEMENT AND DISCHARGE OF SEAMEN.

In 1908, 18,930 seamen were shipped and 18,421 discharged at the Mercantile Marine Office and on board ships (10,999 and 10,529 in 1907).

177 distressed seamen were received and admitted to Sailors' Home, &c., of these 31 were sent Home, 6 to Bombay, 1 to Calcutta, 1 to Honolulu, 1 to Newcastle, N.S.W., 2 to Port Said, 1 to Sydney, N.S.W., 18 to Shanghai, 22 to Singapore, 1 to Townsville, 1 passenger to London, 36 to Canton, 2 to Singapore, 11 to Shanghai, 1 taken charge of by French Consul, 1 joined Lighthouse Service at Amoy, 1 employed locally, 5 disappeared, 1 died at Government Civil Hospital, 1 on board hospital hulk *Hygiea*, 3 remained at Sailors' Home, 2 at Government Civil Hospital and 21 obtained employment. \$3,568.22 was expended by the Harbour Master on behalf of the Board of Trade in the relief of these distressed seamen.

THE CHINESE NAVY.

TENTATIVE PLANS.

According to native advice it is the intention of the Navy Commissioners to divide the Navy into two squadrons, the Northern and the Southern. From the Kiangsu province and northwards will be regarded as the northern waters and below that the Southern. Each squadron will be commanded by an Admiral and will consist of a flagship, four first-class battleships, eight second-class cruisers, ten third and fourth class cruisers, two destroyers, three or four dispatch boats and transport, a dozen gun-boats and a torpedo boat flotilla of thirty or forty vessels. The battleships will be commanded by Commodores or Captains, cruisers by Captains or Commanders. The ships will be formed into different fleets which together will form the new Imperial Navy. These plans are being communicated to the provincial governments.—N. C. D. News.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

TUNGKUANSHAN MINES.

A DEADLOCK.

[By courtesy of the "Sheung Po"]

Peking, 25th June.

Some time ago a certain Minister [Sir John Jordan] asked that the Tungkuanshan mines should be worked jointly [by the British syndicate and Chinese].

Grand Councillor Na Tung called on the Minister and opposed the proposal.

The Minister deferred discussion by stating that it would be necessary for him to consult Sir John Lister Kaye before discussing the question again.

Later.

Sir John Lister Kaye is prepared to surrender the Tungkuanshan concession, but he demands an enormous amount for compensation therefor.

The representatives of the Anhui Province maintain as firm an attitude as ever in this matter.

RAILWAY MATERIALS.

DUTY FREE.

[By courtesy of the "Sheung Po"]

Peking, 25th June.

The Ministry of Posts and Communications has decided that railway materials for all Provinces shall, for a period of three years, be admitted free of duty.

GERMANY IN SHANTUNG.

RAILWAYS AND MINES.

[By courtesy of the "Sheung Po"]

Peking, 25th June.

The German Minister has represented to the Waiwupu that, in building railways within the Shantung Province by China, it was expedient that all funds required should be borrowed from Germany and engineers should be engaged in Germany also, and all mines should be worked by Germans as before.

No reply has been given by the Waiwupu to the Foreign Minister's communication.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Namsang*) 29th inst.
German (*Küst*) 29th inst.
Indian (*Lalung*) 5th prox.
Australian (*Tatung*) 14th prox.

The s.s. *Kumert* left Kobe on 24th inst. for Hongkong via Manila.
The s.s. *Zafro* left Manila on 25th inst., and is due here on 28th inst. at 6 p.m.

The s.s. *Erroll* sailed from Salina Cruz on 24th ult., for Japan and Hongkong.

The s.s. *Oceanic* left Manila on 24th inst., for Hongkong, and is due here on 27th inst. a.m.

The s.s. *Gymeric* sailed from Yokohama for Hongkong via Kobe, Moji and Manila on 5th inst.

The H. A. L. s.s. *Slovenia* left Singapore on 24th inst. p.m., and may be expected here on 30th inst.

The C. P. R. Co's s.s. *Empress of India* left Vancouver a.m., on 24th inst. for Hongkong via the usual Ports of Call.

The E. & A. Co's s.s. *Eastern* from Sydney, &c., left Manila yesterday, at 10 a.m., and is due here to-morrow at noon.

The N. Y. K. s.s. *Takasaki Maru*, European Line, left Moji for this port on 23rd inst., and is expected here on 28th inst.

The N. Y. K. s.s. *Hirado Maru*, European Line, left Shanghai for this port on 25th inst., and is expected here on 28th inst.

The N. Y. K. s.s. *Tokomi Maru*, Bombay Line, left Singapore for this port on 24th inst., and is expected here on 28th inst.

The N. Y. K. s.s. *Bingo Maru*, European Line, left Kobe for this port via Moji and Shanghai on 16th inst., and is expected here on 5th prox.

The Imperial German Mail s.s. *Kaiser* carrying the German Mails with dispatch Berlin of the 2nd inst., left Singapore on 24th inst., at 10 a.m., and may be expected here on 28th inst. at 4 p.m.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CANTON-HANKOW RAILWAY.

THE LOAN AGREEMENT.

(By courtesy of the "Sheng Po.")

Peking, 25th June.

Chang Chih-tung proposes to treat the proposal to raise loans for the Canton-Hankow Railway as cancelled in view of the fact that so many countries are desirous of participating in the loans. His idea is that the money should be raised by the people among themselves.

DEVELOPMENT OF MANCHURIA.

Tls. 10,000,000 REQUIRED.

(By courtesy of the "Sheng Po.")

Peking, 25th June.

H.E. Sik Liang, Viceroy of Manchuria, has applied for ten million taels for the opening of a Bank and the establishment of industrial enterprises in the Three Eastern Provinces.

The Ministry of Finance has replied that as the amount asked for is a large one, the Ministry must take time to consider the application.

VICEROY OF CHIHLI.

H.E. YEUNG SLIGHTLY BETTER.

(By courtesy of the "Sheng Po.")

Peking, 25th June.

H.E. Yeung Shih-Chang, Viceroy of Chihli, is slightly better but has not yet regained his speech.

The Prince Regent proposes to appoint another official to act for Viceroy Yeung, but has not quite made up his mind.

H.E. TANG SHAO-PI ON CURRENCY.

SOME INTERESTING VIEWS.

H.E. Tang Shao-pi, in a conversation yesterday morning, says the *N. C. D. News* of 22nd June gave vent to some interesting views on the question of currency reform in China. His journeys in Europe led him from London, where he arrived from America at the end of last January, to Paris, thence to Rome, Vienna, Berlin, St. Petersburg and Brussels. At each capital he was received by the ruler of the country, and also spent some time with members of the different Governments, discussing financial questions, though, as may be supposed in view of the shortness of his stay, his inspection of the working of the different financial systems was limited to what his Excellency described as "paper knowledge."

Turning to the question of Chinese currency H.E. Tang denied emphatically that he had ever sent any telegram to Peking advocating a dollar unit throughout the Empire, as had been asserted with much assurance by the native Press at the end of last February. His Excellency said that he adhered to the views expressed in his memorial (embodied in the Imperial Decree on Currency Reform of October 5), that the standard unit should be the Kuping tael. In order to avoid the inconvenience of so large a coin, he also wished to have a half tael, a mace, and a half-mace. The four coins would preserve a fixed ratio to each other. His reasons for preferring the tael to the dollar was that the latter coin entered comparatively little into the nation's ideas and business practice. The dollar, his Excellency thought, scarcely extended beyond the Treaty ports, and though there was a large number of dollars in circulation he could see little difficulty in gradually calling them in. Finally it must be remembered that the tael corresponded to the Chinese decimal system.

H.E. Tang admitted frankly that the great evil of the moment was the unrestricted issue of paper money, the beginning of which he attributed to the days of the Provisional Government in 1901 when solid old firms went bankrupt and new firms without capital or responsibility started up in all directions. On this subject he was understood to say that the law might be made more strict, and he assented to the suggestion that an Imperial Bank of China, working in relation with select provincial banks, would supply the remedy.

H.E. Tang expects to leave for Tientsin within the next day or two. His future occupation is uncertain. From another source we are informed that the honour of his appointment as President of the Ministry of Finance is nothing but rumour. That post is at present held by Duh Tei Tse who was one of the Travelling Commissioners in 1905.

CANTON DAY BY DAY.

APPOINTMENT.

(From Our Own Correspondent.)

Canton, 25th June.

Taotai Wung Ping Yun, at present Resident Director General of the Canton-Hankow Railway at Canton, has been appointed by Imperial Decree of 22nd instant to be Taotai of the prefectures of Ko Chow, Loi Chow and Yueog Kōg.

DRASTIC PUNISHMENT.

The Shui Tak magistrate has applied to the Canton high authorities for authority to execute eleven of the prisoners who attempted to escape from the prison and were afterwards recaptured.

PRICE OF RICE.

In consequence of the recent floods, the price of rice has been rising considerably for some time. Now owing to the large importation of this staple to the South from Wuhu, the price is gradually going down in the city and in the town of Fatsan.

CONSULAR VISIT.

This morning, at 11 o'clock, the Viceroy received the American Consul at Canton.

N. Y. K. SERVICE.

WIRELESS-ON-PACIFIC-LINERS.

The *Mainichi Domo* reports, according to the *Japan Herald*, that the wireless telegraphic service on the European liners of the N.Y.K. is to be opened from next year, but as to the arrangement for the purpose on land there will be no necessity to make any enlargement. Owing to the remarkable progress of "wireless," communication can now be made over a distance of 1,200 miles. As to communication on the American route, it was once talked of to establish an office at Kinkwasan besides Choshi and Ochiishi; but now no inconvenience is experienced though no station was established at Kinkwasan. What is thought most important at present is to establish an efficacious stand on a large scale near Tokyo and it is now under consideration by the authorities. As to the communication on the coast of the Japan Sea, the office is established only at Tsuoshima. It is said that one more may be established according to the result of the experimental service of the *Kagoshima Maru* which has recently had apparatus installed and that in Formosa one more office will be established within this year.

SURVEY OF VESSELS.

PASSENGER CERTIFICATES.

During the year 1908, the total number of vessels surveyed for passenger certificate and bottom inspection were 184 of 423,470 gross register tons, a decrease of 8 vessels and 8,235 tons, as compared with the previous year. Of these vessels 90 were surveyed for bottom and passenger certificate at Kowloon Docks, 30 at Cosmopolitan, 19 at Aberdeen, and 12 at the new Taikoo Dock, the first vessel to be examined at the latter dock, being the British s.s. *Hutchins* on the 5th October. 3 vessels were examined on Chinese-owned ships and the remainder had either been granted docking certificates at this port in the previous year or were surveyed in the harbour for passenger certificate, without docking, on docking certificates granted at Shanghai, &c.

The nationalities and tonnage of these vessels were as follows:—

British	125 vessels of 319,312 tons
German	40 " 74,793 "
Chinese	6 " 12,254 "
Norwegian	6 " 9,682 "
French	5 " 6,309 "
Swedish	1 vessel of 1,620 "

Emigration surveys were held on 49 British and 51 foreign steamers, as compared with 45 British and 70 foreign in the previous year, while 254 surveys were held on licensed passenger launches, an increase of 27 over 1907.

DR. MORRISON AND THE JAPANESE PRESS.

HIS RECENT VISIT TO JAPAN.

Writing from Peking on June 17 to the *N. C. D. News*, Dr. G. E. Morrison, the *Times* correspondent, says:—I ask leave to correct some of the misstatements regarding me which have been published by a certain section of the Japanese Press on the occasion of my recent visit to Japan. Delay in writing is due to my having neglected to read the papers while on my journey. It is only since I returned to Peking that I have realized the extent of the misrepresentation to which I have been subjected.

Interviews have been published with me which are fictitious. Statements have been attributed to me which I never thought of uttering. I am represented to have assured the Premier, the Marquis Katsura, that I disclaimed responsibility for certain messages sent to the *Times* from Peking regarding the Fokien Railway and Japanese policy in Manchuria. The story is an invention. I disclaimed and disclaim no such responsibility.

It is true that on January 26 I left Peking to be present in Shanghai during the sitting of the Opium Commission and that I was absent until March 6; it is true that in my absence two messages were sent to the *Times* from Peking. The longer and more important of these messages made no reference to the Fokien Railway; the other which dealt with Russian action in Manchuria contained an allusion to "the steady refusal of Japan to permit China to extend her own railway system for the development of the rich regions of Mongolia and Manchuria, west of the Liao River." Both these messages were statements of fact, they were sent by my friend and colleague and I accept full responsibility for them.

I had the privilege of an interview with Count Okuma and I found him, as on previous occasions, one of the most cordial and sympathetic of men. The story of his lecturing me upon my ignorance is a fabrication.

COMMERCIAL.

WEEKLY SHARE LIST.

Messrs. Erich Georg & Co. write in their

Weekly Share List of to-day's date:—Business has continued rather slack during the week under review, and several stocks have weakened. The sterling demand rate of exchange on London closes at rs. 9 5/16d., while rates on Shanghai are Tls. 74 1/2 for a Bank T/T, and Tls. 75 1/2 for a three days' sight Private Bill, the rate in Shanghai on this for a three days' sight Private Draft being Tls. 74 1/2. Bariliver in London is quoted 24 1/16d., and Consols 84 3/16. The Bank of England's rate of discount remains 2 1/2 per cent., while the private market rate of discount is 1 1/2 per cent.

Bank Shares.—Hongkong and Shanghai sold at \$95 and \$100, and the market closes steady at latter rate; London quotes 94 1/2; in the North shares sold at \$101 1/2, with an exchange of Tls. 73. Nationals are unchanged.

Marine Insurance Shares.—Unions have sellers at \$84 1/2, China Traders buyers at \$85 1/2. North China buyers at Tls. 106, Yangtze buyers at \$115, and Canton's sellers at \$195, but no transactions have been reported, except a small sale of Canton's at \$195.

Fire Insurance Shares.—Hongkong's can be placed at \$345. A few small odd lots of Chinese-fetched-SH-the-market-closing-strong with buyers at that figure.

Shipping Shares.—Hongkong, Canton and Macao Steamboat shares have been done at \$31, at which figure further shares can be placed: Indo-China, on receipt of a wire from London giving the bad result of the 1908 working, weakened at once and are nominal now at \$67, while in Shanghai the nominal rate is Tls. 50; in London the prices have dropped to £3. 15s. 0d. for preference shares and £2. 5s. 0d. for deferred shares. Shell Transports have buyers at 64 1/2. For Bearer scrip, while London quotes sellers at 65s. 3d. for Name shares; telegraphic advices received from London states that this Company has declared a 3rd and final dividend of 2s. per share (making in all 4s. per share for 1908), and an interim dividend of 1s. on account of 1909, both dividends being payable in London on 1st July, 1909. Other stocks under this heading are unchanged but without any transactions.

Refineries.—Small lots of China Sugars have changed hands at \$140, \$137 1/2, and \$135, and at latter rate a few more shares are wanted. Luzons are unchanged.

Mining Shares.—Charbonnages are inquired for at \$625; at a meeting held in Paris, a dividend of frcs. 75 per share for 1908 has been declared, but the report has not yet come to hand. Rabus sold at \$94 for fully paid up shares, the market closing with sellers at \$9; a telegram from the mine reports a crushing of 5,564 tons of ore, yielding 1,000 ounces of smelted gold. Chinese Engineering and Mining Company's shares are steady at Tls. 18 1/2; the total output of the Company's three mines for the week ended 5th instant, amounted to 31,635 tons of coal, and the sales during the same period to 22,048 tons.

Docks, Wharves, Godowns, &c.—Hongkong and Whampoa Dock shares are in demand at \$63, but holders are sticking out for higher rates. Fenwicks, as well as New Amoy Dock shares, are unchanged. Shanghai Docks tumbled in the North to Tls. 76, but our yesterday's wire quotes them sales at Tls. 78; here Tls. 79 has been paid just now, but more shares are on offer; the third annual general meeting of shareholders will be held on 8th proximo, transfer books closing from 30th instant to 8th proximo, both days inclusive; a final dividend of Tls. 21 per share will be recommended by the directors at the forthcoming meeting, making Tls. 5 in all for year ended 30th April, 1909. Hongkong and Kowloon Wharves sold at declining rates, as low as \$55 having been accepted; at that figure, however, there are further buyers, and no sellers apparently under \$57. Our Shanghai wire quotes Shanghai and Hongkong Wharves Tls. 163 buyers.

Land, Hotels and Buildings.—Hongkong Lands needed to sales at \$107, and have sellers now at \$108. Kowloon Lands are firm at \$30. West Point changed owners at \$61. Hongkong Hotels have been done at \$68 for old, and \$38 for new shares; the latter issue is in request. Humphrey's Estates changed hands at \$91 and continue in request. Shanghai Lands are quoted Tls. 120.

Cotton Mills.—Ewos have advanced to Tls. 126. Other stocks under this heading are unchanged.

Sundry Manufacturing Companies.—China Light and Powers have ruled steadily, but, after a sale at \$6 1/2, close steady at that figure. Hongkong Electric sold and have further buyers at \$10. Ropes fetched \$5. Green Island Cements sold at \$9.10, \$9 and \$3.90, closing with sellers at \$9. Other stocks under this heading are unchanged and without any reported sales.

Miscellaneous.—China Borneo sold at \$14 to \$15, closing with sellers at latter figure. China Providents are wanted at \$3.60. Peak Tramways have buyers at \$13 1/2 for old and \$14 for new shares. H. Price & Co's are quoted \$10 ex the dividend of 80 cents payable to-day. Langkats have improved to Tls. 104 1/2, at which rate there are sellers; the following telegraphic information, dated 16th instant, has been received from the Sumatra director and manager at Langkat: "Daily aggregate output of crude petroleum 110,000 gallons; crude petroleum in tanks at date 350,000 gallons; kerosene made since the date of the preceding full monthly telegram 100,000 cases; kerosene shipped since 120,000 cases; and kerosene in stock at refinery at date 76,000 cases." In other stocks under this heading no sales have been effected and rates are unchanged.

The local agent of the Chinese Engineering and Mining Co., Ltd., kindly informs us that the total output of the Company's three mines for the week ending 12th June amounted to 34,188.08 tons and the sales during the period to 24,435.50 tons.

SUNDAY CARGO WORKING.

PERMITS ISSUED IN 1908.

During last year 282 permits were issued under the provisions of the Sunday Cargo Working Ordinances compared with 348 in 1907. Of these 117 were not used as it was found unnecessary to work cargo on the Sunday, and the fees in such cases were refunded. In one case the fee paid was refunded, although the permit was used, on account of bad weather having detained the ship, and in another case half the fee was refunded for the same reason. The revenue collected under this head amounted to \$18,600 as against \$41,250 in 1907. The general depression in trade being the obvious cause of the decrease.

QUEER TALES FROM CHINA.

A LAND OF ENIGMAS.

WOMEN NOTHING IN THE "FLOWERY LAND."

To the ordinary Briton, China is a land of contradiction and mystery. It bristles with surprises. The phlegmatic nature of its natives is in marked contrast to their inherent cruelty.

"What a poor, weak-looking baby!" You might say to a Chinaman about his offspring, and he will merely shrug his shoulders in reply. Meet him in a month's time, and ask him how the youngster is getting on. "The disease was a fatal one," he will answer, with another significant shrug. If the child were a girl, you could safely draw your own conclusions as to its fate. John Chinaman has no use for deformed or very sickly children, particularly girls.

THE REGIMENT OF TORTURE.

Torture of prisoners has been carried to a point of refinement. One of the most terrible was surely the cage in which a man was placed, so that his head jutted out at the top, while his toes only touched the ground sufficiently to prevent dislocation of the neck. His hands were bound behind him, so that he could not relieve himself, and he was left to be jeered at by the public until hunger and exhaustion put an end to his sufferings.

The day of the bastinado, too, is by no means over. The prisoner is strung up in a reverse condition, and the naked soles of his feet pounded with a cane, with the result that the victim seldom recovers. But the more common form of flogging is to beat the thighs with the concave side of a split bamboo, which cuts at every stroke into the flesh.

China, by-the-way, was the home of that terrible death by water-drops. The victim's head was placed on a low, hard block, and drops of water, at short intervals, were allowed to fall from a height on to his forehead, a far worse infliction than that of being tied to a beam by the thumbs and big toes.

QUITE MILD.

The "cangue" is regarded as a comparatively mild sort of punishment. This consists of a wooden collar, about 4th square, and 4th thick, which is placed over the prisoner's head, so that its full weight falls on the shoulders. A description of the offence is also attached to the victim's body; and as he cannot feed himself, he has to rely on the public for sustenance.

Conservative to a degree, it is not surprising to find that the wheelbarrow as a passenger conveyance is still in vogue; as, too, is the ferry, consisting of a light canoe, towed across the water by a number of swimmers.

Machinery for the most part is despised, and the mill, still used for winnowing the staple diet—rice—is of the simplest and most out-of-date description possible. The rice is placed in a cement basin, over which is a heavy stone at the end of a long lever. This is worked up and down by two boards in the form of a cross attached to the axle of a huge hand-turned wheel.

Glance now at another familiar sight—a street theatre performance. The stage, generally some 35ft square, is erected on huge posts so that the traffic can pass to and fro beneath. Behind the stage are small rooms for the actors and actresses. A single play will last three or four days, and spectators will watch for a few hours, go away, and then return to enjoy a further instalment of the piece.

What would be said in this country if a man who, wishing to build a house, merely dumped his materials down in the road, causing pedestrians to get past the obstruction as best they could? Yet "topsy-turvidom" thinks nothing of it.

For simplicity of keeping a city informed of the time, Canton would be hard to beat. In one of the temples are four large earthen jars, on successive shelves. Water descends by slow drops from one to the other, a brass scale on a float in the bottom one indicating, as it rises, the hour of the day. At 5 o'clock every afternoon the lowest jar is emptied, and the upper one refilled. On the outside walls of the city are displayed boards, with the number of the hour on them, so that all may see. And this has gone on without a break since 1321.

PROVIDING FOR THE FUTURE.

Funerals appear to be almost a mockery to the visitor. If money can be freely spent, a manager is appointed, and from the highways and the byways street boys and beggars are collected, dressed up in amazing costumes, supplied with dazzling umbrellas, standards, and boards, which are carried over their shoulders in a long struggle. Others carry small houses and carts made of card, paper horses, men, women, etc., indicative of the dead one's treasures; and these, with heaps of paper coins and paper money, are burned at the grave, so that they may be enjoyed in the life beyond.

Hired mourners, with cymbals, gongs, and wind instruments, keep up a continuous series of howls and noises, to which is added the boohoo-boohoo of an ear-racking horn, worked something like a garden-hose.

Women are regarded as nothing in China. They are brought up in ignorance of the world outside, the one object of their life being to get married, and have sons to follow the fathers.

To-day's Advertisements.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF A TRADE MARK.

NOTICE is hereby given that CHAU WAI NAM, of No. 169 Des Voeux Road West, Victoria, in the Colony of Hongkong, Merchant, has, on the 27th day of March, 1909, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The representation of a flying bat carrying suspended from its mouth a square block containing on its side the Chinese characters 榮棧商標 (Wing Chan Trade Mark);

in the name of CHAU WAI NAM, who claims to be the sole proprietor thereof.

The Trade Mark has been used by the Applicant since 1886 in respect of TEA in Class 42.

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 14th day of April, 1909.

WILKINSON & GRIST, on behalf of CHAU WAI NAM.

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THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, FLYMOOTH AND LONDON.

(Through Bills of Lading Issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE."

Captain O. Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this port, BOMBAY, &c., on SATURDAY, the 10th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Macdonald*, 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for Franco, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the S.S. *Egypt*, due in London on 22nd August, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 16th June, 1909.

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A girl is not even allowed to look upon her husband until she is actually wedded.

COURTING BY CARD.

Supposing, for instance, a man has a daughter who wishes to marry well. A sort of "go-between" is engaged, and she prepares a card bearing the ancestral names, and the symbols indicating the year, month, day, and hour of her birth, and presents it to the prospective bridegroom's parents. Should the suit be favourably looked upon, the latter consults a fortune-teller, to learn whether the match will be propitious.

A similar ceremony is then carried out on behalf of the bridegroom; and the preliminaries being thus settled, cards, on which are attached a dragon and a phoenix—emblematical of conjugal felicity—and red silk cords, are exchanged. Presents are also given and received, and at length the bride leaves her parents' house in a sedan chair. Half way this is met by the husband's friends, who finish the journey with it.

The bride, with covered head, and the bridegroom, adjoined to the reception-room, where each tries to sit on a portion of the other's dress, as a sign of mastery. Then follows worship of Heaven, earth, and ancestors, the partaking of wine, and, finally, the lifting of the bride's head covering by the husband.

Yes, truly, China is a land of enigmas. In a country where women are held so cheaply, it is a remarkable fact that for the last decade one of the sex—the late Dowager Empress—was the predominant power in its destinies.—*Sydney Evening News*.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 26th at 12.05 p.m.—The barometer has risen moderately in Tongking, and fallen quickly over the N.E. coast of China and at the stations around the Eastern Sea.

A depression is lying over Manchuria, and areas of low pressure occupy the Eastern Sea and Central Japan.

The highest pressure is still shown over the Pacific to the E. of Japan.

Fresh to strong S.W. winds may be expected in the Formosa Channel, and moderate S.W. and W. winds along the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.83 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S.W. and W. winds, light or moderate; fair.

2.—Formosa Channel, S.W. winds, fresh or strong.

3.—South coast of China between Hongkong and Lamook, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Intimations.

THE DAIRY FARM Co., LIMITED.

Fine Salted Australian PIGS' TROTTERS.

96 Cents a Dozen.

Hongkong, 24th June, 1909.

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ASAHI BEER.

SAPPORO BEER.

OBTAINABLE EVERYWHERE.

MITSUI RUSSAN KAISHA, Sole Agents.

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THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,350,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on Application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & CO. General Managers.

Hongkong, 10th March, 1908.

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PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m.	10.00 a.m.	Every 10 minutes
7.30 a.m.	10.30 a.m.	Every 15 minutes
8.00 a.m.	11.00 a.m.	Every 15 minutes
8.30 a.m.	11.30 a.m.	Every 15 minutes
9.00 a.m.	12.00 noon	Every 15 minutes
9.30 a.m.	12.30 noon	Every 15 minutes
10.00 a.m.	1.00 p.m.	Every 15 minutes
10.30 a.m.	1.30 p.m.	Every 15 minutes
11.00 a.m.	2.00 p.m.	Every 15 minutes
11.30 a.m.	2.30 p.m.	Every 15 minutes
12.00 noon	3.00 p.m.	Every 15 minutes
12.30 noon	3.30 p.m.	Every 15 minutes
1.00 p.m.	4.00 p.m.	Every 15 minutes
1.30 p.m.	4.30 p.m.	Every 15 minutes

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.
Sailing 5 to 7 days' OCEAN TRAVEL.Proposed Sailings from Hongkong and Quebec.
(Subject to alteration.)
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, JULY 3RD.	"EMPRESS OF IRELAND" FRIDAY, JULY 30TH.
"MONTEAGLE" WEDNESDAY, JULY 14TH.	
"EMPRESS OF INDIA" SATURDAY, JULY 24TH.	ALLAN LINE FRIDAY, AUG. 20TH.
"EMPRESS OF JAPAN" SATURDAY, AUG. 14TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 10TH.

Each Trans-Pacific "Empress" connects a Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "D" 10 Class of Saloon Passengers (termed "Intermediate") the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

For further information, Maps, Guide Book, Rates of Passage and Freight, apply to—
W. W. GRADY, Ltd., 100, Queen's Road, Hongkong.
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI VIA SWATOW	"KWONGSANG"	SUNDAY, 27th June, Daylight.
TIENSIN VIA SWATOW, WEL	"CHEUNGSHING"	SUNDAY, 27th June, Daylight.
HAIWEI & CHEFOO	"FAUSANG"	SUNDAY, 27th June, Daylight.
KOBE & MOJI	"YUENSANG"	FRIDAY, 2nd July, 4 P.M.
MANILA	"NAMSANG"	SATURDAY, 3rd July, Noon.
SHANGHAI, YOKOHAMA, KOBE	"HINSANG"	TUESDAY, 6th July, 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"LOONGSANG"	FRIDAY, 9th July, 4 P.M.
KOBE & YOKOHAMA	"HINSANG"	WEDNESDAY, 7th July, 3 P.M.
MANILA	"LOONGSANG"	FRIDAY, 9th July, 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 14 DAYS)

The steamers "Kwangsang", "Namsang" and "Loongsang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to—**JARDINE MATHESON & CO., LD.**
General Managers.Telephone No. 61.
Hongkong, 26th June, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

STEAMERS.	T-SAIL
SHANGHAI	"CHENAN" 27th June, Daylight.
N. NGPO & SHANGHAI	"CHEUNG" 29th " 3 P.M.
MANILA	"TAKING" 29th " 4 P.M.
BATAVIA, SAMARANG & SOERABAYA.	"SHANTUNG" 30th " " "
WEIHAWEI, CHEFOO & TIENSIN	"HUICHOW" 30th " " "
CEBU & ILOILO	"SUOKIANG" 30th " " "
SHANGHAI	"ANHUI" 1st July, " " "
SHANGHAI	"LINAN" 4th " Daylight.
MANILA	"TEAN" 6th " 3 P.M.
SHANGHAI	"YINGHONG" 8th " 4 P.M.
MANILA, ZAMBOANGA and USUAL	"TAIYUAN" 19th " " "

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANOI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA TWIN-SCREW STEAMERS, and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

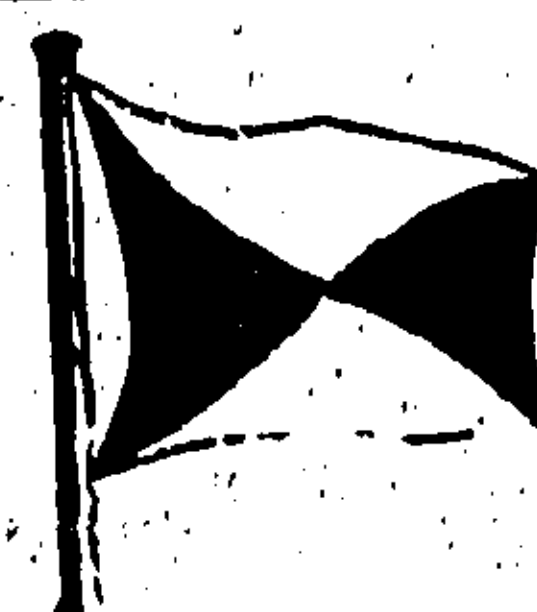
SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chihwan).

With excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage, apply to—**BUTTERFIELD & SWIRE,**
AGENTS.Telephone No. 56.
Hongkong, 26th June, 1909.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon staterooms—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
SAIRO	1540	R. Rodger	MANILA	SATURDAY, 3rd July, at Noon.
ROBI	1540	R. W. Almond	"	SATURDAY, 10th July, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.
General Managers

Hongkong, 26th June, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE,
YOKOHAMA, HONOLULU, MANZANILLO and
SALINA CRUZ (Mexico).

S.S. MANSHU MARU	5,000 tons gross	Sail 1st July, 1909, at Noon.
S.S. AMERICA MARU	6,000 " "	" 30th Aug., 1909, at Noon.
S.S. HONGKONG MARU	6,000 " "	" 26th Oct., 1909, at Noon.
S.S. MANSHU MARU	5,000 " "	" 10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yokohama Building.

Hongkong, 4th May, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO.	"TACOMA MARU"	6,178	SATURDAY, 3rd July.
Do.	"FITEPATRICK"	4,416	31st do.
Do.	"SEATTLE MARU"	6,178	28th Aug.

The Co.'s newly built steamers—have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 22nd June, 1909.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
SWATOW, AMOY & TAMSUI	"DAIJIN MARU"	TUESDAY, 29th June, at 10 A.M.
SWATOW, AMOY, FOCHOW, and SHANGHAI	"BUJUN MARU"	THURSDAY, 1st July, at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHO HU MARU" and "BUJUN MARU"—First class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 22nd June, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	BINGO MARU, Capt. A. Christensen, Tons 6500	WEDNESDAY, 7th July, at Daylight.
VICTORIA, B.C. & SEATTLE, Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA	KAWACHI MARU, Capt. H. Petersen, Tons 6500	WEDNESDAY, 21st July, at Daylight.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	TANGO MARU, Capt. S. Ishikawa, Tons 8000	TUESDAY, 6th July, at 4 P.M.
KOBE AND YOKOHAMA	AKI MARU, Capt. K. Sato, Tons 7000	TUESDAY, 20th July, at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. N. Mathieson, Tons 6000	FRIDAY, 9th July, at Noon.
NAGASAKI, MOJI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 30th July, at 5 P.M.
BOMBAY, VIA SINGAPORE AND COLOMBO	TAKASAKI MARU, Capt. A. Mecker, Tons 5000	TUESDAY, 19th June.
SHANGHAI and KOBE	TOTOMI MARU, Capt. R. Smith, Tons 4000	THURSDAY, 1st July, P.M.

Cargo only.

Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Hirano Maru (Capt. H. FRASER) About Wednesday, 30th June.

Kamo Maru (Capt. F. L. SOMMER) About Wednesday, 28th July.

Mishima Maru (Capt. A. E. MOSES) About Wednesday, 25th August.

Atsuta Maru (Capt. W. THOMPSON) About Wednesday, 22nd September.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS BETWEEN HONGKONG and JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class.....\$120 \$110 \$100 \$90 \$80

2nd ".....\$ 80 \$ 70 \$ 60 \$ 50 \$ 40

Option of rail between calling ports in Japan.

For further particulars, apply to—**T. KUSUMOTO,**
Manager.

Hongkong, 26th June, 1909.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING,"

Captain A. E. Gentles, will be despatched for the above Ports on SATURDAY, the 3rd July, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 25th June, 1909.

[507]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE,"

Captain W. O. Tyers, will be despatched as above on or about 11th July.

For Freight, apply to

JARDINE, MATHESON & CO., LD.,

Agents.

Hongkong, 23rd June, 1909.

[502]

HONGKONG—BOSTON—NEW YORK.

THE Steamship

"AMERICA,"

Captain W. O. Tyers, will be despatched as above on or about 11th July.

For Freight, apply to

JARDINE, MATHESON & CO., LD.,

Agents.

Hongkong, 23rd June, 1909.

[502]

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST).

S.S. "ST. PATRICK" ... On 13th July, 1909.

For Freight and further information, apply to—

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 16th June, 1909.

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"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"SEGURA,"

Captain Hayes, will be despatched as above on or about 20th July.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. She is specially adapted for service in the tropics, being fitted with refrigerating machinery and electric fans in staterooms. Doctor and Stewardess are carried. Fare to London £35.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,

Agents.

Hongkong, 23rd June, 1909.

[503]

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL FOURICHON,"

will be despatched for SAN FRANCISCO and other above destinations on or about the 20th July, 1909.

For further particulars apply to

MESSAGERIES MARITIMES,

Agents at Hongkong.

Hongkong, 28th May, 1909.

[58]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ... Capt. H. W. WALKER

"KWONG SAI" ... Capt. E. S. GOWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are fitted throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.

and

SHIU ON S.S. CO., LD.

No. 2, Queen's Road West.

Hongkong, 26th April, 1909.

[16]

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"ARRATON APCAR,"

Captain A. Stewart, will be despatched for the above Ports, on TUESDAY, the 29th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 24th June, 1909.

[504]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VICTORIA, B.C., SEATTLE & TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

Oceano ... 4,657 F. W. Davies 1st July 1909

Kuremaru ... 6,232 J. Mathes 29th July

Aymara ... 4,303 J. Boyd 26th Aug.

Aymara ... 6,232 S. Shotton 23rd Sept.

* These steamers are specially fitted for the carriage of Asiatic & European passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 18th June, 1909.

[70]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. ...

For Freight and further information, apply to

DODWELL & CO., LIMITED,

SHARE QUOTATIONS.

Supplied by Messrs. H. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE DIVIDEND AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$14,500,000 \$15,000,000	\$2,006,234	Final of £2 and bonus of 1/- for 1908 @ 21/8 = \$16,924	5 1/2 %	\$1,000 ea. & a London £94
National Bank of China, Limited	99,975	£7	£6	\$4,000 \$150,000	\$10,223	\$2 (London 3/6) for 1903	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$23,757 \$211,990 \$185,000	none	\$14 for 1907	7 1/2 %	\$105 sellers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 150,000 Tls. 30,747 Tls. 118,277	Tls. 160,518	Interim of 7/6 for 1908	5 1/2 %	Tls. 126 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$2,000,000 \$198,248 \$105,449 \$681,609	\$2,464,918	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 %	\$840.
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$54,475 \$199,004	\$707,637	\$12 and bonus \$3 for 1907	7 1/2 %	\$230
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000 \$138,003 \$118,003	\$375,341	\$6 and bonus \$2 for 1907	7 1/2 %	\$111 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	\$1,200,000 \$148,173	\$368,711	\$27 for 1907	8 %	\$345 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$15	\$7,500 \$164,638	\$2,035	\$1 for 1906	...	\$11 sellers
Douglas Steamship Company, Limited	25,000	\$50	\$50	\$1,250,000 \$100,000	Nil.	2 1/2 for year ending 30.6.1908	7 %	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000 \$50,000 \$50,000 \$70,428	\$20,270	Final of 1/2 making \$2 1/2 for 1908	7 1/2 %	\$33 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$1,000,000 \$100,000	£13,755	6/- for 1907 on Preference shares only @ 1/10 11/16 = 3/154	4 %	\$67
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000 Tls. 150,000	Tls. 14,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1908	7 1/2 %	Tls. 52 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$1,000,000 \$100,000	£68,817	Second interim of 1/- for a/c 1908	7 1/2 %	Tls. 538 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$100,000 \$100,000	\$3,121	\$1.00 for year ending 10.4.1909	4 %	\$16
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 481,479 Tls. 44,100 Tls. 81,000 Tls. 7,000	Tls. 2,215	Final of Tls. 1 1/2 making Tls. 2 1/2 for 1908	11 %	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$2,000,000 \$50,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$135 sales
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$155,811	\$3 for 1907	...	\$15 sellers
Park Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 9,171	Tls. 3 1/2 for year ending 31.8.08	...	Tls. 270 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$1,000,000 \$15,280	£11,550	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 %	Tls. 181 sellers
Rioh Australian Gold Mining Company, Limited	150,000	£1	£1	\$150,000 £4,878	Dr. £2,191	No. 12 of 1/- = 48 cents	...	\$9 sellers
DOCKS, WHARVES & GODOWNS.								
Fawcett (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000	Dr. \$7,422	\$1.75 for year ending 31.12.08	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$3,000,000 \$100,000 \$100,000	\$50,102	Final of \$1 1/2 making \$3 1/2 for 1907	...	\$55 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$100,000	\$187,298	Final of \$4 making \$8 for 1908	12 1/2 %	\$63 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 607,257 Tls. 50,000 Tls. 125,000	Tls. 23,742	Interim of Tls. 2 1/2 for 6 months ending 31st October, 1908	6 1/2 %	Tls. 79 sales
Shanghai and Hongkong Wharf Company, Limited	16,000	Tls. 100	Tls. 100	Tls. 607,257 Tls. 50,000 Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 %	Tls. 160 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000 \$10,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	3 1/2 %	Tls. 104 sales
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$750,000 \$10,000	Dr. 4,112	\$2 1/2 for year ending 30.6.07	...	\$20
Central Stores, Limited	50,188	\$15	\$15	\$752,820 \$10,000	\$24,611	\$1.20 on old and 60 cents on first new issue.	...	\$6 ex m.f.
Hongkong Hotel Company, Limited	8,000	\$50	\$50	\$400,000 \$13,915	\$295	Final of \$3 making \$6 for 1908	6 1/2 %	\$38 b. new
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$22,172	\$26,475	Final of \$3 1/2 making \$7 for 1908	6 1/2 %	\$94 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$48,261	\$5,466	60 cents for 1908	5 %	\$30
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$10,000	\$278	\$1 1/2 for 1908	...	\$30
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,425,045 Tls. 33,000	Tls. 142,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908	6 1/2 %	Tls. 130 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$10,000	\$1,968	Final of \$2 making \$4 for 1908	8 1/2 %	\$46 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000 Tls. 45,929	Tls. 8,880	Tls. 5 for year ended 31.10.1908	4 1/2 %	Tls. 126 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$30,000	\$9,553	50 cents for year ending 31.7.08	6 %	\$8 1/2 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 90 sellers
Loon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 4 for 1908	...	Tls. 109 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 1,000,000 Tls. 31,172	Tls. 15,911	Tls. 50 for 1906	...	Tls. 375
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,000	£12 1/2	£12 1/2	\$1,000 \$40,000	£647	1/10 per share for 1907 = 1.037	10 %	\$10 1/2
China-Borneo Company, Limited	50,000	\$12	\$12	\$600,000	Nil	1/10 for 1908	8 1/2 %	\$14
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$61,138	50 cents for year ended 28.2.06	...	\$6 1/2 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$10,000	\$8,407	80 cents for 1908	8 1/2 %	\$9.60 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000 \$10,000	\$48	\$1.30 for year ending 31.7.08	7 1/2 %	\$16 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$10,000	\$3,750	Final of 50 cents making 90 cents for 1908	10 %	\$9 sales
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$10,000	\$251	75 cents for 9 months ending 31.12.07	8 %	\$12
Hall & Holt, Limited	21,000	\$20	\$20	\$420,000 \$10,000	\$8,057	\$2 for year ending 29.2.09	9 1/2 %	\$21 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$10,000	\$5,195	\$1 and bonus 20 cts. for year ending 29.2.09	6 %	\$20 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$10,000	\$7,616	Final of \$15 per share making \$19 for 1908	12 1/2 %	\$155 sellers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000 \$10,000	\$8,790	Final of \$1 per share making \$2 for 1908	8 1/2 %	\$25
Matsumoto & Co., Ltd.	25,000	Gls. 100	Gls. 100	Tls. 547,500 Tls. 51,074	Tls. 116,682	2nd Quarterly div. of Tls. 12 1/2 for account 1909	4 %	Tls. 1,045 sales
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$10,000	\$2,204	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 %	\$18 buyers
Philippine Company, Limited	75,000	\$10	\$10	none	Pa. 18,640	None	3 %	\$8
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 1,200,000 Tls. 24,820 Tls. 75,000	Tls. 6,603	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 %	Tls. 113 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000 Tls. 24,820 Tls. 75,000	Tls. 5,250	Final of Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 165 sales
Shanghai Waterworks Company, Limited	18,850	£20	£20	Tls. 380,000	Tls. 23,038	Final of 3/- making 45/- for 1908	...	Tls. 415 buyers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$56,602	None	8 %	\$24 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$236	40 cents for year ending 31.5.08	...	\$5 buyers
Tientsin Waterworks Company, Limited	1,000	Tls. 100	Tls. 100	Tls. 15,295	Tls. 201	Tls. 6 for year ending 30.4.07	5 %	Tls. 94 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	Tls. 500,000 \$10,000	\$172	60 cents for year ending 31.12.08	5 %	\$11 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000 \$10,000	\$1,360	80 cents on 9,000 ord. shares and \$19.80 on 100 Founders shares for yr. end. 31.5.07	6 1/2 %	\$13 sales
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$10,000	\$2,613	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	6 1/2 %	\$8.70
William Powell, Limited	15,000	\$7	\$7	none	\$3.95	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$4 sellers

* These shares are entitled to half of the profits.

Intimations.

COMPANIA GENERAL DE TABACOS DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL £1,000,000.



"LA FLOR DE LA ISABELA."

High-grade cigars manufactured with the best selected leaf grown in the estates of the Company.

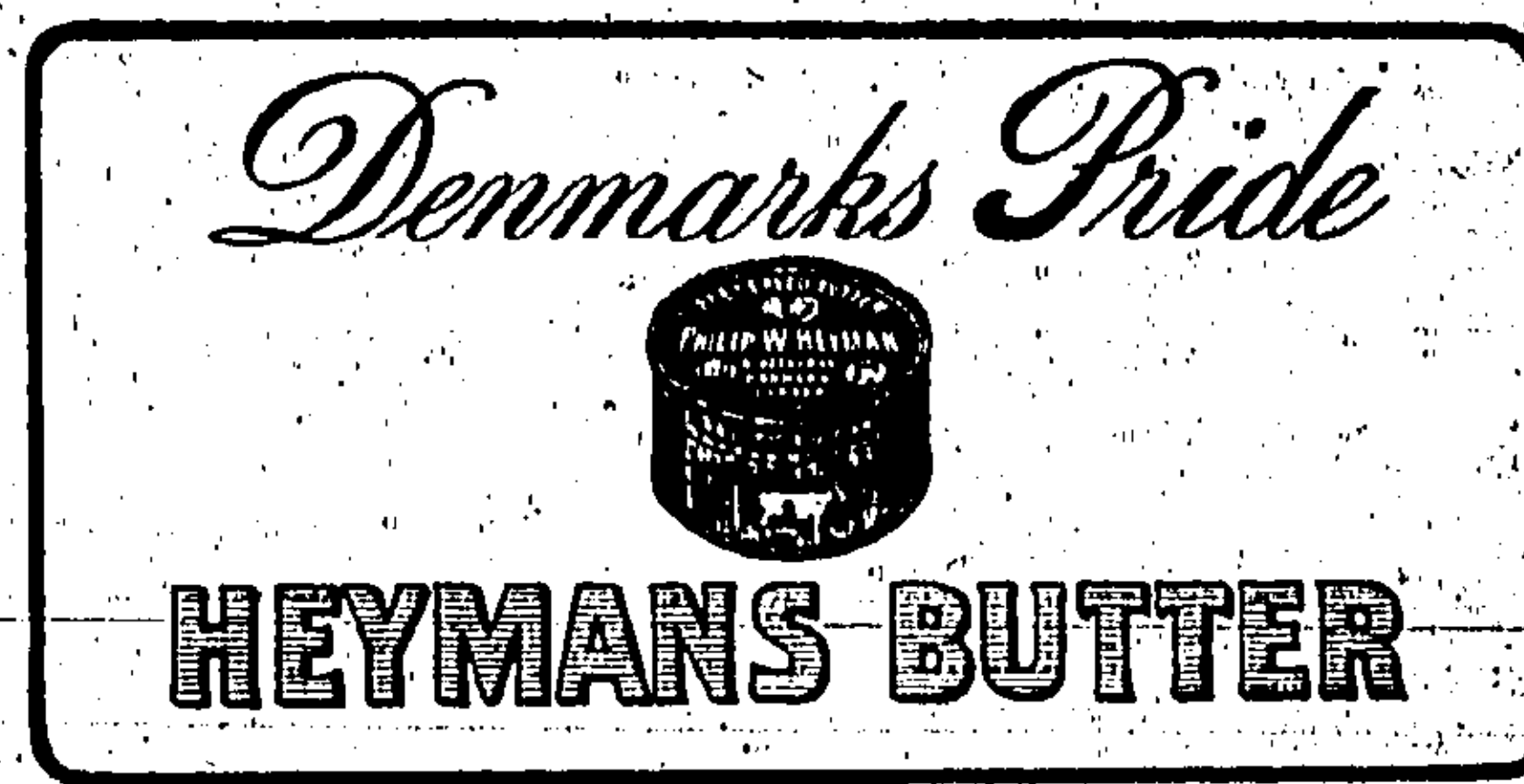
SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,

AGENTS.



SIEMSEN & CO., Sole Agents.

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VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, over-work, unhealthy climate, dissipation, excess, youthful impudency, or other influences incidental to the weak and tear and heat or overstrain of modern life. It cures nervous debility, palpitation, nervous dyspepsia, low spirits, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night discharges, sudden faintings, dizziness of sight, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy its pleasures, restlessness, that can settle to nothing, irritability of temper, female complaints, hysteria, painful periods, backache, leading down sensations, nervous headache, wasting disease, night sweats, and all other phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, involuntary losses, &c.; restores the falling energies, and imparts new life and vigour to what had so recently seemed worn out, "used up," and valueless.

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equaled in all cases of poor blood, impurity, or other impurities of the blood from whatever cause arising. No sooner is it introduced into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, wherever and in whatever form met with; removing all blotches, pimples, scurf, scurvy, acrofulous and glandular swellings, discolorations, roughness and unsightly patches, &c. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of the joints, indigestion, secondary syphilis, skin diseases, &c. It is a blood purifier, and its use is recommended by the highest medical authorities. It improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, straining, spasmodic cough, too often the precursor of consumption.

CAUTION.—Ask for "VETARZO Brain and Nerve Food," or "VETARZO Blood Medicine," whichever is required, and see that you get them, as unprincipled vendors often try to palm off inferior preparations (usually their own manufacture), for the sake of extra profit. Price in England, 2/6 every genuine bottle of these medicines bears the British Government Stamp with the words "VETARZO REMEDIES," impressed thereon, in white letters on a red ground, by direction of His Majesty's Hon. Commissioners. Registered Trade Mark "VETARZO." Legal proceedings will be taken against persons pirating.

COMMON SENSE IN A NUTSHELL.—A new medical work on the causes and most scientific and effective means of self-cure ever discovered for nervous exhaustion, depression of spirits, want of heat and energy, &c., with practical observations on marriage and full directions for removing certain disqualifications that destroy the happiness of wedded life. It also treats on urinary derangements, secondary symptoms, stricture, &c., and no sufferer should fail to procure a copy. Post free in plain envelope on receipt of Postal Order Singapore, from The Vetarzo Remedies Co., Gospel Oak, London, or of Agents for above medicines. Price 10 annas Post Free.

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Best attention to all Coast Port Orders.

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From the University of Pennsylvania, U.S.A.

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